automatically supplied from the temporary emergency power source.

(b) For systems in which a reduction of frequency of the normal source or final emergency power source adversely affects the emergency system and emergency loads, there must be means to transfer the loads under §112.15–1 to the temporary emergency power source upon a reduction in the frequency of the normal source or final emergency power source.

§112.20–10 Diesel or gas turbine driven emergency power source.

Simultaneously with the operation of the transfer means under §112.20–5, the diesel engine or gas turbine driving the final emergency power source must start automatically with no load on the final emergency power source.

§112.20–15 Transfer of emergency loads.

(a) When the potential of the final emergency power source reaches 85 to 95 percent of normal value, the emergency loads under §112.15–5 must transfer automatically to the final emergency power source and, on a passenger vessel, this transfer must be accomplished in no more than 45 seconds after failure of the normal source of power.

(b) When the potential from the normal source has been restored, the emergency loads must be manually or automatically transferred to the normal source, and the final emergency power source must be manually or automatically stopped.

(c) If the potential of the final emergency power source is less than 75 to 85 percent of normal value while supplying the emergency loads, the temporary emergency loads under §112.15–1 must transfer automatically to the temporary emergency power source.

Subpart 112.25—Emergency Systems Having an Automatic Starting Diesel Engine or Gas Turbine Driven Emergency Power Source as the Sole Emergency Power Source

§112.25–1 General.

This subpart contains requirements applicable to emergency power installations having an automatic starting diesel engine or gas turbine driven emergency power source as the sole emergency power source.

§112.25–3 Normal source for emergency loads.

(a) The normal source for emergency loads must be the ship's service generating plant.

(b) The power from the ship's service generating plant for the emergency loads must be supplied to the emergency switchboard by an automatic transfer switch located at the emergency switchboard.

§112.25–5 Failure of power from the normal source.

If there is a reduction of potential of the normal source by 15 to 40 percent, the diesel engine or gas turbine driving the final emergency power source must start automatically with no load on the emergency power source.

§112.25–10 Transfer of emergency loads.

(a) When the potential of the final emergency source reaches 85 to 95 percent of normal value, the emergency loads under §112.15–5 must transfer automatically to the final emergency power source and this transfer must be accomplished in no more than 45 seconds after failure of the normal source of power.

(b) When the potential from the normal source has been restored, the emergency loads must be manually or automatically transferred to the normal source, and the final emergency

power source must be manually or automatically stopped.

Subpart 112.30—Emergency Systems Having an Automatically Connected Storage Battery as the Sole Emergency Power Source

§ 112.30–1 General.

This subpart contains requirements applicable to emergency power installations having an automatically connected storage battery as the sole emergency power source.

§ 112.30–3 Normal source for emergency loads.

(a) The normal source for emergency loads must be the ship's service generating plant.

(b) The power from the ship's service generating plant for the emergency loads must be supplied to the emergency loads through automatic transfer switches.

§ 112.30–5 Transfer of emergency loads.

If there is a reduction of potential of the normal source by 15 to 40 percent, the emergency loads under § 112.15–5 must transfer automatically from the normal source to the emergency power source.

§ 112.30–10 Restoration of normal source potential.

When the potential from the normal source is restored to 85 to 95 percent of its normal value, the emergency loads must transfer automatically to the normal source.

Subpart 112.35—Manually Controlled Emergency Systems Having a Storage Battery or a Diesel Engine or Gas Turbine Driven Generator as the Sole Emergency Power Source

§ 112.35–1 General.

This subpart contains requirements applicable to emergency power installations having a manually controlled storage battery, diesel engine, or gas turbine driven generator as the sole emergency power source.

§ 112.35–3 Normal source for emergency loads.

The normal source for emergency loads must be the ship's service generating plant.

§ 112.35–5 Manually started emergency systems.

Manually started emergency lighting and power systems must be activated by one manual operation, such as the manual operation of a switch from an ''off'' to an ''on'' position, to cause the emergency system to supply its connected loads.

§ 112.35–7 Activating means.

The activating means must be in the navigating bridge or in a location where the means can be controlled by the chief engineer.

[CGD 74–125A, 47 FR 15267, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28287, June 4, 1996]

Subpart 112.37—Temporary Emergency Power Source

§ 112.37–1 General.

Each temporary source of emergency power required by Table 112.05–5(a) must consist of a storage battery of sufficient capacity to supply the temporary emergency loads for not less than one-half hour.

Subpart 112.39—Battery Operated Lanterns

§ 112.39–1 General.

(a) Each battery-operated, relay-controlled lantern used in accordance with Table 112.05–5(a) must:

(1) Have rechargeable batteries;

(2) Have an automatic battery charger that maintains the battery in a fully charged condition; and

(3) Not be readily portable.

[CGD 74–125A, 47 FR 15267, Apr. 8, 1982, as amended by CGD 94–108, 61 FR 28287, June 4, 1996]

§ 112.39–3 Operation.

(a) The lanterns must be capable of providing light for at least 3 hours.